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REPRINT DEPARTMENT

In this section of the magazine will be reproduced a few of the rarest out-of-print books bearing on the history of the Northwest. The one selected as the first to be reprinted here is "The History of Oregon, Geographical and Political," by George Wilkes, published by William H. Colyer, New York, 1845. It is one of the rarest and least known books of that period just before the treaty with Great Britain in 1846, during which many books and pamphlets were published. The book includes a proposition for a national railroad and a series of letters from an Oregon immigrant of 1843.

The value of the book we are here reproducing has been severely criticized by Professor Joseph Schafer of the University of Oregon. In a later issue his views will be given, but the editors believe that there is enough of value in the book to warrant its reproduction especially in view of the fact that it is exceedingly rare, and in view of the further fact that it is being quoted and criticised by different sides of the Whitman controversy.

THE HISTORY OF OREGON, GEOGRAPHICAL AND POLITICAL.

By George Wilkes.

[Continued from the last issue of the Washington Historical Quarterly.]

PART II.

Historical Account of the Discovery and Settlement of Oregon Territory, Comprising an Examination of the Old Spanish Claims, the British Pretensions, and a Deduction of the United States Title.

THE OLD SPANISH CLAIMS.*

In the month of January, 1788, two Portguese vessels named the "Felice," and "Iphigenia," arrived on the northwest coast of North America. The former was under the command of John

*Though it is hardly necessary to mention to the reader in this stage of our examination, that the United States purchased from Spain, in 1819, all the right devolving to her on the North West coast above 42 deg. north latitude by virtue of her discoveries and settlements, it will do no harm to direct him to bear in mind that in making out *her* title, we of consequence establish our own.

Meares, a half-pay lieutenant in the British navy, and the latter was under the direction of William Douglas, also a British subject. They were engaged in the fur trade, and were owned by John Cavallo, a Portuguese merchant of Macao. As it is important to establish their nationality, it is necessary to state that they sailed under the Portuguese flag, and contained instructions to their commanders written in the Portuguese language. These directed them, in express terms, "to oppose with force any attempt on the part of any Russian, **English** or Spanissh vessels to interfere with them, and if possible to capture them, to bring them to China, that they might be condemned as legal prizes by the Portuguese authorities of Macao, and their crews punished as pirates." This, of course, conclusively refutes the assumption that they were **English.** The first of these Portuguese vessels, the Felice, under the command of Meares, arrived at Nootka on the 13th May, when that officer finding he would need a small vessel for the shallow inlets and rivers of the coast, immediately commenced building one. Leaving a portion of his crew to complete her construction, Meares sailed towards the south to examine his trading ground. He endeavored unsuccessfully to explore the Strait of Fuca, and on arriving at the portion of the coast between 46° and 47°—the locality of the mouth of the Columbia—he sought for the great river which Heceta three years before had asserted emptied into the ocean in 46° 16′. Here he was unusuccessful again, and chagrined at the result, named the inward curve of the shore **"Deception Bay,"** and the northern promontory of the harbor **"Cape Disappointment,"** chronicling the circumstances in his own journal in the following words: **"We can now with safety assert that there is no such river as that of Saint Sas exists, as laid down in the Spanish charts."** After his unsatisfactory search, Meares returned in the latter part of July to Nootka. In September following, the American sloop Washington, Captain Gray, anchored in the same harbor. The little vessel commenced by Meares had been completed, and received the name of the "North West America;" and the Iphigenia, the other Portuguese vessel commanded by Douglas, arrived on the 24th of the same month. Elated with the success of his enterprise, Meares transferred the cargo of the latter vessel to his own with the utmost despatch, and filled with new designs inspired by the result, set out four days afterward for Macao.

In the following month, the ship Columbia of Boston, commanded by Captain Kendrick, arrived at Nootka, and a few

days afterwards, the two remaining Portuguese vessels (the Iphigenia and the North West America) departed for the Sandwich Islands, leaving the American vessels to winter on the Coast.

Meares arrived at Macao in December, and finding that Cavallo, his owner, had become a bankrupt, determined to turn his information and position to the best account for himself. An opportunity was not long in offering itself to his designs. Two vessels belonging to a rival association, called the "King George's Sound Company," arrived at Macao under the command of James Colnett, another British officer under half pay. Meares immediately made overtures to an agent of that association, who came in one of the vessels (perhaps through some previous direction communicated by Meares, while all parties were on the N. W. coast together in the previous summer) to unite the interests of both concerns. The suggestion was adopted, the interests conjoined, and two vessels, the Princess Royal and the Argonaut, (the latter bearing Colnett, who had chief direction) were despatched to Nootka, with the intention of establishing a permanent post there for the transaction of their trading operations. Meares remained at Macao as resident agent, with all the affairs of the association entirely at his control.

In the meantime, Spain, who had heard with uneasiness of the movements of the fur traders in the North Pacific, began to be alarmed for the safety of her possessions in that quarter, and remonstrances were made by her to the courts of England and of Russia, against the encroachments of the subjects of those two nations, in particular. To more effectually guard against these transgressions, as well as to resist a projected seizure of Nootka by the Russians, the viceroy of Mexico directed a squadron then lying at San Blas, under the command of Don Estevan Jose Martinez, to proceed at once to the scene of the intended aggression.

Before the arrival of Martinez at Nootka, the Iphigenia and North West America, returned there from the Sandwich Islands, but in a most forlorn condition, the former being a mere wreck, and almost incapable of repair.

On the 6th of May, 1789, nine days afterwards, Martinez arrived, proclaimed that he had come to take possession of the country for the crown of Spain, landed artillery, and commenced the erection of a fort. This was the first actual occupation ever made of Nootka. The most kindly feeling prevailed among all

parties for a time, and the Spanish commander afforded the Iphigenia whatever materials she stood in need of, in order that she might go to sea immediately; accepting in payment, bills drawn upon Cavallo, of Macao, **as her owner.** This amicable state of feeling lasted but a week, for upon Martinez being informed that the written instructions of the Portuguese vessels, directed them to seize and carry to Macao any **English,** Russian, or Spanish vessels, they could manage to overcome, he took possession of the Iphigenia, and put her officers and crew under arrest. They were liberated, however, in a few days, through the intercession of Captain Kendrick of the Columbia, and the officers of the Iphigenia signed a declaration to the effect that she had not been interrupted in her operations, and that they had been kindly treated by Martinez during their stay at Nootka. Viana and Douglas as captain and supercargo, respectively, engaged to pay for themselves, and for Juan Cavallo, the owner of said vessel, to the order of the Viceroy of Mexico, her full value, in case her capture should be pronounced legal. Martinez then fully equipped her for sea, and enabled her to make a vastly profitable voyage; a circumstance which could not have happened without his special aid. Pretty lenient treatment for men whom he might have sent to Mexico to be tried for piracy, and a pretty hazardous policy moreover, when an additional force belonging to the same company was daily expected to arrive, which might have overpowered him, and reversed the case by sending him, according to their instructions, to Macao, to be tried on the same charge.

One of the vessels of the associated companies, the Princess Royal, arrived at Nootka on the 16th of June, and brought with her the news of the failure of Juan Cavallo; upon which, Martinez determined to hold the North West America (then there) as security for the bills which he held on the bankrupt. The Princess Royal was well treated by the Spaniards, and sailed on the second of July from Nootka on a cruise. As she was leaving the harbor, the Argonaut came in. Upon being boarded by the Spaniards, Captain Colnett arrogantly declared he had come to take possession of Nootka for Great Britain, and to erect a fort there under the British flag. This declaration, in connection with some insolent conduct on the part of Colnett on the following day, who even went to the extent of drawing his sword upon the Spanish commander, in the latter's own cabin, determined Martinez to trifle no longer with such intem-

perate offenders, so he seized the Argonaut, and subsequently the Princess Royal, and despatched the former, with the crews of both, to San Blas, Mexico, as prisoners under the charge of a Spanish officer. Those who were captured in the North West America, which vessel was merely held as collateral security for the obligations of its owner, were sent in the Columbia as passengers to Macao, their passages not only being paid by Martinez, but an allowance being also made them for their wages. Having thus disposed of his mission, Martinez sailed from Nootka for Mexico in November, leaving Captain Kendrick of the sloop Washington alone upon the Coast.

The Columbia, with the news of these circumstances, arrived at Macao in 1789, and Meares, full of his wrongs, immediately took depositions from some of the seamen, and posted off to London to see what capital he could make out of the circumstance. On his arrival there, he got up a memorial filled with the grossest misrepresentations and downright falsehoods, and adopting a new idea which probably had been suggested to him after his arrival, he asserted that in 1788 he had purchased a vast district of country from King Maquina, the monarch of Nootka, and that he had erected a fort there, with other buildings, by way of taking formal possession of the place for the British crown.

This remarkable document then concludes by praying for an indemnification of the losses sustained by the memorialist and his associates, through the seizure and detention of their vessels, in the very moderate sum of six hundred and fifty-three thousand dollars! This story of the purchase of a territory for the crown of Great Britain, by a Portuguese agent, in a Portuguese expedition, is peculiarly English in its extravagant pretensions. That it was the scheme of an afterthought is evident from a number of circumstances. In the first place, Meares in his journal of these voyages, written and published before the design of the memorial was conceived, makes no mention whatever of any such purchase of territory from the respectable monarch aforesaid; neither does he speak of the erection of the fort or the hoisting of the British flag. In the second place, he entirely overlooks these all important circumstances in the depositions which he took from the crew of the North West America previous to his departure from Canton; (none of whom say one word about them,) and in the third, to render the assertions of the memorial on this point more than questionable, he was able

to trump up only one pretended witness in the person of a common seaman to sustain them, and that too on the very day of its presentation to Parliament. It is a significant fact, moreover, that the King's speech which laid the grievances set forth in this memorial before the nation, makes no allusion to the seizure of any lands or buildings belonging to the British crown at Nootka, though that assumption found its way into the treaty framed shortly after; and it is a **positive** fact, too, from evidence that will hereafter appear, that there were no such lands or buildings there to seize. The British government, however, demanded atonement from Spain for these outrages on its flag, but though it prudently avoided representing the Felice and Iphigenia as British vessels, it was guilty of the monstrous inconsistency of claiming for itself the discoveries and territorial acquisitions of an agent and employe of a Portuguese association. By way of giving weight to its demands, the armament of two large fleets was ordered, and similar warlike preparations resounded through all the naval arsenals of indignant Spain. The latter, however, being disappointed in expected aid from France, and being embarrassed, moreover, in her finances, and in her foreign and domestic relations, was obliged to submit to the haughty terms imposed upon her. These are embraced in a treaty between the two high contracting powers signed on the 28th October, 1790, the first and second articles of which provide for the restoration of **all buildings and tracts of land** on the continent of North America, or the islands adjacent, of which the subjects of his Britannic majesty were dispossessed in April, 1789, by Spain, and for compensation for all losses by violence, hostility, detention of vessels, etc. The **third** guarantees the right in common of navigation, of carrying on the fisheries of the Pacific Ocean, and of landing on the unoccupied portions of the coasts for the purpose of trade with the natives, or of making settlements; subject, however, to the restriction of the **fourth** article, that British subjects should not navigate or carry on their fishery within the space of ten sea leagues from any part of the coasts already occupied by Spain. By the **fifth** these common rights of fishing, trade and settlement are extended to all colonies formed, or to be formed, subsequent to April, 1789. By the **sixth,** both are prohibited from forming settlements in South America to the south of those already formed by Spain, though the liberty of a temporary landing is allowed for fishing purposes. The **seventh** provides for the form of convention to settle

subsequent disputes; the **eighth**, and last, states that the instrument shall be ratified in six weeks, and the treaty thus concludes without making any limit for the duration of its stipulations.* It will be remarked that this treaty, though humiliating to Spain in the sense of forcing compensation for the exercise of a national right, makes no concession of a single claim of sovereignty, but rather secures to her, additional advantages and protects her from further encroachments. The following language used by Mr. Fox, in the House, in opposition to "a motion for an address to His Majesty, congratulating him on the highly satisfactory issue to the late negotiation," etc., will serve to show the estimation in which the whole affair was held by the leading minds in Parliament:

"What, then, was the extent of our rights before the convention, and to what extent were they now secured to us? We possessed and exercised the free navigation of the Pacific Ocean, without restraint or limitation. We possessed and exercised the right of carrying on fisheries in the South Seas, equally unlimited. This estate we had, and were daily improving; it was not to be disgraced by the name of an acquisition. The admission of part of these rights by Spain was all we had obtained. It remained to inquire what it had cost? Our right before was to settle in any part of South or Northwest America not fortified against us by previous occupancy, and we are now restricted to settle in certain places only, and under certain restrictions. This was an important concession on our part. Our right of fishing extended to the whole ocean; and now it, too, was limited, and to be carried on within certain distances of the Spanish settlements. Our right of making settlements was not, as now, a right to build huts, but to plant colonies, if we thought proper. Surely these were not acquisitions.

"We have renounced the right of permanent settlement on the whole extent of South America, and where the admitted right of settlement on the northwest coast commenced was completely undefined.

"By the third article, we are authorized to navigate the Pacific Ocean and South Seas, unmolested, for the purpose of carrying on our fisheries, and to land on the unsettled coasts for the purpose of trading with the natives; but, after this pompous recognition of right to navigation, fishing, and commerce, comes another article, which takes away all right of landing and erecting even temporary huts for any purpose but that of carrying on fishing, and amounts to a complete dereliction of all rights to settle in any way for the purpose of commerce with the natives. In renouncing all right to make settlements in South America, we had given to Spain what she considered inestimable, and had in return been contented with dross."

*See Appendix, No. 3.

In these opinions he was sustained by Grey, Lansdowne, and the other eminent Whigs of the House. This treaty, however, is made the subject of another flourish of title by the English, who insist that it concedes to them an equal right with Spain to any unsettled portion of the coasts. We have seen the opinions of the leaders of the British Parliament opposed to this assumption, however, and we shall shortly see its denial by Spain. But even admitting it to be so, they gain nothing by it, for in four years afterward a war broke out between the two contracting parties, which, by the rules of international law, annulled all existing inter-arrangements that had no prescribed limits and that depended for their continuance upon a state of perfect amity, and Spain resumed at once, whatever she had resigned by the Nootka treaty, if she had in reality resigned anything at all. On the conclusion of peace, the treaty was not revived; consequently it is a nullity, and all that Britain accomplishes by advancing her pretensions on it now is the virtual acknowledgment of the integrity of the Spanish claims which have fallen to us, and which she had so perseveringly endeavored to acquire.

This convention being concluded, the next thing was to take possession of the **tracts of land, buildings, forts,** etc., wrested from Mr. Meares at Nootka in 1789, and the English Government in 1791 despatched two ships under Captain George Vancouver, to effect the purpose. This officer arrived at Nootka on the 28th August, 1792, where he found the Spanish Commissioner in possession and ready to perform his share of the transfer. Negotiations between the two parties were then opened, and it became necessary "**to ascertain what lands on the Northwest coast of America were in the possession of British subjects, and what buildings were standing in those lands in 1789, when the Spanish first occupied Nootka.**" For this purpose Quadra applied to Maquina and his principal chiefs, who upon being questioned, positively denied that any lands had been bought, or any houses built by the English at Nootka in 1789, or at any other time. The Commissioner then applied to Captains Gray and Ingraham as well as to the Portuguese captain of the Iphigenia, all of whom happened to be there at the time. The two first replied at length in a circumstantial account* (now on file in the office of the Secretary of State, at Washington), which, after explaining with manly fairness all the events that provoked the seizure of Colnett's vessels, contains the following paragraph:

*See Appendix, No. 4.

"We observe your wish to be acquainted what house or establishment Mr. Meares had at the time the Spaniards arrived here? We answer in a word—**none!** On the arrival of the Columbia in 1788, there was a house, or rather a hut, consisting of rough posts covered with boards **made by the Indians;** but this, Captain Douglas pulled to pieces prior to his sailing to the Sandwich Islands in the same year. The boards he took on board the Iphigenia, and the roof he gave to Captain Kendrick, which was cut up and used as firewood on board the Columbia; **so that on the arrival of Don Estevan Jose Martines there was no vestige of any house remaining.** As to the land Mr. Meares said he purchased from Maquina, or any other chief, we cannot say further than we never heard of any, although we remained among these people nine months, and could converse with them perfectly well. Besides this, we have asked Maquina and other chiefs since our late arrival if Captain Meares ever purchased any land in Nootka Sound? They answered—**no!** that Captain Kendrick was the only man to whom they had ever sold any land."

The statements of this letter were confirmed in all points by Captain Viana, and thus the scandalous falsities of Meares' unsustained memorial were conclusively refuted. Vancouver, who must have keenly felt the mortification of the dilemma into which the mendacity of Meares had placed him—"the tract of land" dwindling to a hundred yards square, and the "erections" to the remains of one miserable hut—had no resource but to break off the negotiations, and send to England for new instructions. Quadra offered him the small spot temporarily occupied by Meares, restricted, however, with the express understanding that such cession should not interfere with **the rights of his Catholic Majesty to Nootka,** or any other portions of the adjoining coasts; but this was refused by the British commissioner, who having sent one of his lieutenants off with despatches, sailed from Nootka on the 13th October, and left the Spaniards in possession of the port. In 1794 Vancouver left the Coast without effecting his object, and shortly afterwards, the Spaniards, thinking it unnecessary to keep up a military force at so inconsiderable a place, withdrew to Mexico. In 1796 we have the authority of Lieutenant Broughton (whose conduct towards Captain Gray we shall have occasion shortly to analyze) for the statement that in the previous year (1795) the Spaniards had delivered up the port to Lieutenant Pearce, who had been despatched by the way of Mexico to hasten the termination of the business. This account, however, is denied by Belsham in his

history of Great Britain, who, though a Briton himself, and tenacious of the interests of his country, says: "It is nevertheless certain from the most authentic subsequent information that **the Spanish flag, flying at the fort and settlement of Nootka, was never struck; and that the whole territory has been virtually relinquished by Great Britain.**" This is by far the most reliable story of the two, as Broughton says he derived his information from **Maquina** only, who handed him a letter (he does not say from whom) to that effect, in 1796; while Belsham asserts the contrary on the strength of his own inquiries and the pledge of his reputation as a historian. The latter's account is also the most probable, as Great Britain was at this time engrossed in a war with Republican France, during which she would hardly consider such an obscure and insignificant spot as Nootka, as worthy of so grave a notice. In 1796 Spain declared war against Great Britain, and all previously existing arrangements were rendered null and void.

Having completed the abstract of the Spanish title up to 1790, our attention is next claimed for an examination of the American discoveries, settlements, and purchases, which, in themselves, will be found sufficient to establish our rights to Oregon against the world. For the purpose of conducting the inquiry in a regular manner we shall have to turn a few years back.

THE UNITED STATES' TITLE.

After the conclusion of the Revolutionary War, the enterprise of our people turned immediately to commercial pursuits, and before three years had rolled over the Republic, her infant marine had plumed its wings on the billows of every ocean. As early as 1787 an association of Boston merchants despatched the ship Columbia, Captain Kendrick, and the sloop Washington, Captain Gray, to the North Pacific to be engaged in the fur trade. They arrived at San Lorenzo, or Nootka, in the latter part of September, 1788, where, as we have seen, they spent the winter. In the following year, Captain Gray, in the sloop, explored the Strait of Fuca for fifty miles in an eastwardly direction, and collected information from the natives on the shore, which brought him to the conclusion that the passage communicated northward with the Pacific, at an opening in latitude 51° which he had previously discovered, and to which he had given the name of "Pintard's Sound." This opinion was the first intimation the world ever had that Nootka was situated on an island.

An erroneous account of this expedition was sent to England by Meares, representing that Gray had sailed through and through the Strait, and had come again into the Pacific in the 56th degree of north latitude. This, while it proves Meares to be incapable of a straightforward story, also proves that he could not at that time have entertained any notion of claiming the island for the British crown, for such a report, by admitting the superior claim of another, is levelled directly against that assumption. Sailing north, Gray next circumnavigated, for the first time, "Queen Charlotte's Island," lying between latitude 51° and 54°, and believing himself to be the original discoverer, named it Washington's Isle. He was not altogether correct in this opinion, for its northern point had been reached by Juan Perez in 1774, and in 1787, it was visited by Dixon, an English captain, who, conceiving it to be an island. named it after his vessel, the Queen Charlotte. In the latter part of the summer, Gray, having completed his trading operations (rather unsuccessfully), sailed on his return to Nootka. The Columbia left Nootka in August, 1789, for Macao, with the officers and crew of the North West America. On her way out she met the Washington, when it was agreed that Gray should take command of the ship, proceed to China, and from thence to the United States by the Cape of Good Hope, while Kendrick remained upon the Coast. During the years '89 and '91, Kendrick ranged up and down the Coast, discovering many new islands, sounds and inlets; and in August of the latter year, he purchased by formal and public arrangement, and by regular deed, several large tracts of land near Nootka from Maquina, Wicannish and other chiefs of the surrounding country. This purchase is spoken of by several English writers, one of whom describes it as being in **"a most fertile clime, embracing four degrees of latitude."** After making this purchase, Kendrick sailed for the Sandwich Islands, where he was killed by the natives, at Owhyee. In September of this year, Gray returned to the Pacific in the Columbia, followed by the brig Hope. under the command of Joseph Ingraham, the former mate of the Columbia. Four other American vessels, also bound on the fur trade, arrived shortly after, and with the Washington, made seven vessels in all, bearing the Stars and Stripes on the billows of the North Pacific.

Gray in his return reached the coast near Cape Mendocino, and sailing northward, observed an opening in the land in latitude 46° 16′, from which issued a current so strong as to prevent his near approach. Being convinced that it was the outlet of a

great river, he endeavored to enter it by repeated efforts, but being defeated through a period of nine days, he abandoned the attempt and continued his course to the north. In August we find him at 54° 30′ north, where he discovered the broad inlet in the continent, now called the "Portland Canal," which he navigated in a northeasterly direction to the distance of eighty miles. In the meantime the brig Hope and the other American vessels were prying in every nook and inlet of the coast, in indefatigable pursuance of their trading operations.

The Columbia, after wintering at Clyoquot, a port near Nootka, set out with her enterprising commander in the spring of 1792, to renew her explorations. It was about this time that Vancouver arrived upon the coast to meet the Spanish Commissioner, Quadra, who was already awaiting him at Nootka. He reached the coast at about 43°, and commenced a careful search for the river, laid down on the Spanish maps at 46° 16′. Like Meares, he was unsuccessful, and declares in his journal **"though he had sought for it under the most favorable circumstances of wind and weather, it was his deliberate opinion no such river existed in that latitude."** He sailed onward, and on the second day afterward met Gray at the entrance of the Strait of Fuca, who in his good old ship had just left his winter quarters.

Gray informed Vancouver of his northern discoveries, as well as his discovery of a great river in 46° 16′; upon which Vancouver abruptly told him he was mistaken, and in noticing this circumstance in his journal, very complacently remarks—"this was probably the opening passed by us on the 27th," adding—"we have now explored a great part of the American continent, extending nearly two hundred and fifteen leagues, under the most favorable circumstances of wind and weather, and have seen no appearance of any opening in its shores, the whole coast forming one compact, solid and nearly straight barrier against the sea." A little piqued at the Englishman's stolidity, Gray pushed on southward, determined to demonstrate the correctness of his assertions. In his course, he discovered Bulfinch's harbor, the name of which, in common with the appellations bestowed by him on his other discoveries, the British geographers have altered to suit their own purposes. On the 11th May, Gray arrived opposite the entrance of the river, and heedless of the risk, in his ardent spirit of enterprise dashed boldly through the breakers on its bar, and in a few moments slid out upon the tranquil bosom of a broad and majectic river.* Gray spent nine days in it,

*See Appendix, No. 5.

trading meanwhile with the natives, repairing and painting his vessel, and in filling the casks of the ship with fresh water from the stream. On the 20th, after having navigated it as far as the draught of his vessel would allow (between 25 and 30 miles) he named it after his own good ship, spread his sails to the wind, and beat out over the bar, against a head wind, into the ocean. This would appear to be pretty conclusive evidence of the discovery of **something.** But we shall shortly see that the diplomatic keenness which could perceive a most wonderful discovery in the mere sailing past a scallop in the shore, by Meares, crowned with the assertion that no river existed in that quarter, cannot find in the actual entrance of a river, in that very place, and in its navigation to the distance of nearly thirty miles inland, any discovery at all. As we intend, however, to claim it as a discovery, and to have all the rights and privileges flowing therefrom, we may as well here refer again to the rule that the nation which discovers the mouth of a river, by implication discovers the whole country watered by it. Applying this principle to our discovery of the mouth of the Columbia, we extend our own title with the limits of its mighty branches, from the 53d parallel on the north to the 42d on the south; and from their gurgling sources at the bases of the Rocky Mountains, to the resistless volume that swells the tide of the Pacific.

Having taken this principle as the rule of our rights, we will now briefly advert to the disgraceful attempt which has been made by two British officers to cheat Gray of his reward. As we allude to Vancouver and one of his lieutenants—Broughton, we shall have to follow their course for a while. We left them on the 7th May parting with Captain Gray at the Strait of Fuca, from which point they sailed in an easterly direction along its southern shore, landing once or twice to beat drums, blow trumpets and display flags and gaudy uniforms to naked savages, by way of taking formal possession of the country, in violation of the solemn convention whose stipulations it was their special duty to conserve.* While they were thus engaged in amusing the innocent and unconscious natives, two Spanish schooners, named the Sutil and the Mexicana, which, under the command of Galiano and Valdes, had been engaged in a minute survey of the northern coasts, arrived in the Strait for the purpose of thoroughly exploring that also; and getting the start of the

*An omission has been made under the date of 1790, of a Spanish expedition under the command of Lieutenant Quimper, which surveyed the Strait of Fuca for 100 miles, discovering the harbors which Vancouver in the above expedition named "Admiralty Inlet, Port Discovery, Deception Passage," &c.

Britons, they led the way along its northern course. A meeting took place between the parties, however, and to settle all disputes and jealousies, it was agreed to make the search in company. This arrangement was faithfully carried out; the parties entered the Pacific at Pintard's Sound, discovered by Captain Gray, and the territory on which Nootka was situated was found, according to his predictions, to be an island. The combined fleet shortly afterwards arrived at Nootka, when from the circumstances of the joint circumnavigation, it was celled **Quadra and Vancouver's Island,** the **first** branch of the appellation being the name of the Spanish commissioner then at that place. We have seen that no arrangement was effected by the two commissioners, and Vancouver, in view of the hopelessness of forcing any advantage from the resolute Spaniard, prepared to take his departure. His preparations were accelerated into haste by being informed by Quadra that the indefatigable Yankee whom he had met in the spring, off the Strait of Fuca, had succeeded in entering the river, the existence of which he (Vancouver) had denied, and, moreover, that he had explored it to a considerable distance from the ocean. In proof of this, Gray's charts were laid before him. No man likes to be defeated in his prognostications and opinions, and least of all, an Englishman. In this case it will be readily imagined the rule was not softened with Vancouver by his rival's being from Boston Bay. Under these bitter feelings of disappointment and chagrin, Vancouver hastily set out for the river on the 13th of October—five months after the discovery—with Gray's charts and descriptions for his guides, actuated by the resolute intention of recovering his reputation by discovering it over again. On the 18th he arrived at Bullfinch's Bay, the name of which, maugre Gray's charts, he changed to Whildley's harbor, after one of his lieutenants. Finding on his arrival at the mouth of the Columbia that the draught of his own vessel would not admit of her entrance, he sailed on to the port of San Francisco, in California, detaching Lieutenant Broughton to the service. This worthy representative and coadjutor entered the river in the Chatham, on the 20th of October, (five months to a day from the time of Gray's departure) and there, to his surprise, found anchored the brig Jenny, of Bristol, which vessel had also got its information relative to the river from Nootka a few days before.

[Continued in Next Issue.]